

**BY THE ORDER OF
THE COMMANDER**

MCCONNELL AFB INSTRUCTION 21-108

31 DECEMBER 2000

Equipment Maintenance

AIRCRAFT ENGINE GROUND OPERATION



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes local procedures for maintenance runs not defined by other Air Force publications and directives in AFI 11-218, *Aircraft Operation and Movement on the Ground*. This instruction is applicable to all units or personnel assigned to the 22d Air Refueling Wing, to include the 931st Air Reserve Guard (ARG), and 184th Bomb Wing engage in maintenance on aircraft, engines, or airfield operations. **The procedures outlined in TO 1C-135(K)R-2-4JG-2, AFI 11-218, AMCI 21-104, and MAFBI 21-102 will be strictly adhered to at all times.**

1. Responsibilities:

- 1.1. All engine operations will be limited to the power level required by technical data. In the event of any incident or emergency, ensure the fire department is notified immediately.
- 1.2. Engine runs on McConnell Air Force Base will not be performed during “quiet hours” (between 2200 and 0600 local, and 2200 Saturday to 1200 Sunday). If priorities dictate the need for an engine run during quiet hours, engine runs will be approved by the production superintendent on duty.
- 1.3. The Maintenance Aircraft Coordination Center (MACC) will contact the fire department to standby for all rapid defuels and all initial starts on new (pickled) engines. The fire department will be present for these operations.
- 1.4. The engine operator will notify ground control of all impending engine runs, power settings, and will monitor the ground control frequency (275.8) or UHF preset 1 during the engine operation. When the tower is closed contact Shocker Maintenance at frequency (321.0). Prior to starting engines, the MACC will be notified of the aircraft tail number, location, and the reason for the run.

- 1.5. A pre-engine run inlet inspection and post-engine run inlet inspection will be documented as separate entries in the aircraft AFTO Form 781A, **Maintenance Discrepancy and Work Document**. The appropriate sign-off will be accomplished prior to and after each engine run.
- 1.6. When an engine is operated as a result of, or in conjunction with, maintenance which has been performed on or around an engine, a toolbox inventory will be accomplished as part of the external pre-start inspection.
- 1.7. Prior to engine operation on a snow or ice-covered ramp, the main landing gear area must be cleared of all snow or ice to prevent sliding of the aircraft. The main landing gear area must also be monitored by the ground observer for evidence of refreezing.
- 1.8. For engine runs not requiring a run fence per tech data, a run fence will be used at the engine run supervisor's discretion.
- 1.9. Engine runs above **ground** idle will not be performed on spots A-20 and A-21. Engine runs above idle will not be performed on parking spots B-1 through B-6 if there are aircraft parked directly behind the spots on Charlie row. B-1B aircraft will not be run to power on Alpha row spots unless there are no other spots available.
- 1.10. Engine runs performed above **flight** idle on Alpha row parking spots 1, 2, 3, 12, 13, and 15 to 19 must be coordinated to physically block roadway or place spotters as applicable to comply with Notice of Hazard PRQE-S-05-00.

PHILIP F. WARING, Colonel, USAF
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